

# The Illustrated War News.



TAKEN IN THE SUEZ CANAL FIGHTING: TURKISH PRISONERS—IN ENVER-PASHA HELMETS—MARCHED THROUGH CAIRO.



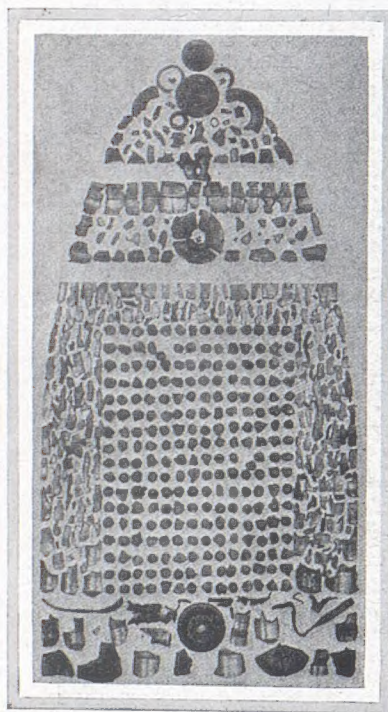
## THE GREAT WAR.

THE blockade of Great Britain continues with unabated monotony. To the time of writing, seven or eight (if we count a mine victim) British vessels have been blown up in two precise spheres (off Sussex and off the Mersey) of activity; and while those vessels were being sunk nearly 1,400 vessels either left or arrived at British ports. The figures themselves declare the futility of the affair, as the tonnage of the ships done to death in this matter proves the decisive inutility of even these results. The largest vessel sunk was the *Harpalion*, a 5867-ton ship; the rest are of smaller tonnage, some considerably so, and the smallest is

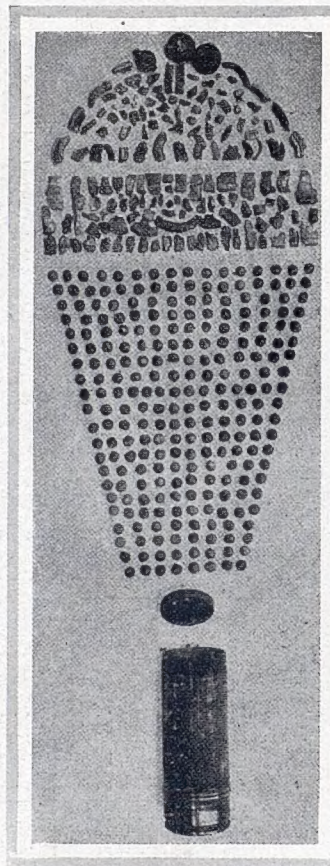
the 337-ton *Downshire*. It has been pointed out in these notes already that the victims of the German submarines are invariably small and slow tramps, and that their effect against bigger and faster vessels is, and is ever likely to be, inconspicuous. Until something of real gravity happens, or until Germany produces some novel and terrible means of wholesale ship-slaughter—which is exceedingly doubtful—we may contain ourselves in patience with the sure knowledge that Germany will get tired of this game rather sooner than we shall, and that she will also find it rather more damaging both in material and moral effect; for the international aspect of the matter is far from eased yet; and though America is speaking of some arrangement whereby foodstuffs intended for German civilians should be allowed to go free, and so end the reason and meaning of this futility of a blockade, it is doubtful if the Allies are in the temper to receive such advances—however much Germany may relish them.

Much more important in its actuality and its real value than all

this vagueness of blockading, is the attack of the Allied fleets on the Dardanelles. Unabashed by the fact that the inspired writer of the Turkish reports had damaged beyond repair three or more of the most powerful British and French war-ships, the British and French war-ships have pounded to ruin three of the forts that dominate the entrance of the Straits, and partially damaged the fourth. The bombardment was carried on with a scientific deliberation that not only carried with it complete success, but almost complete immunity for the men on the vessels. The *Queen Elizabeth*, *Agamemnon*, *Irresistible*, and *Gaulois* began the bombardment from long range; and after a terrible pounding the *Vengeance*, *Cornwallis*, *Suffren*, and *Charlemagne* ran in to within 2000 yards and galled the shattered works with a vigorous stream of shells from the lesser armaments. Working forward thus, and sweeping the mined area as soon as night came on, the fleet were able to advance until they had made a progress of four miles along the Straits. Here, at the limits of the swept area, the *Albion*, *Majestic*, and *Vengeance* were able to engage the fifth of the forts, Fort Dardanus, and the new batteries erected about it. Every detail was, and is being, handled in a methodical way that is admirable. As the ships progress, landing parties are sent ashore, the ruin of the forts completed, guns captured, and the ground held. This care has been responsible for the few casualties (a condition that received much aid from the slow and inaccurate Turkish fire). One lucky shell hit the *Agamemnon* at 11,000 yards, killing three and wounding five men seriously, and two other men were hit, though not so seriously. One of the most interesting points in



THE DEATH-DEALING FRAGMENTS OF A GRENADE: THE PIECES INTO WHICH A 175 EHRHARDT GRENADE BREAKS.



THE DEATH-DEALING FRAGMENTS OF SHRAPNEL: THE PIECES INTO WHICH THE SHELL BREAKS AND THE BULLETS IT DISTRIBUTES.

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**FRENCH SOLDIERS USING A CATAPULT (BRITISH FASHION) FOR FLINGING BOMBS: A CENTURIES'-OLD TYPE OF BATTLE-ENGINE AT THE FRONT.**

Various antique weapons have been re-invented for emergency purposes during the present war, and here we have yet another historical battle-engine which has been turned to account—the catapult. Two French soldiers are seen slinging bombs at short range into a German trench with a steel spring catapult, constructed like the supporting-springs underneath a heavy vehicle, of overlapping lengths of metal clamped together. Catapults, identical in principle and not dissimilar in shape, were used by mediaeval armies against feudal castles, and earlier still, by the Roman legions. As we have already shown by illustration, our own men in the trenches use catapults to sling jam-tin grenades and such-like missiles into the German trenches, and Germans and Austrians have utilised similar apparatus.—[Photo, Wyndham.]



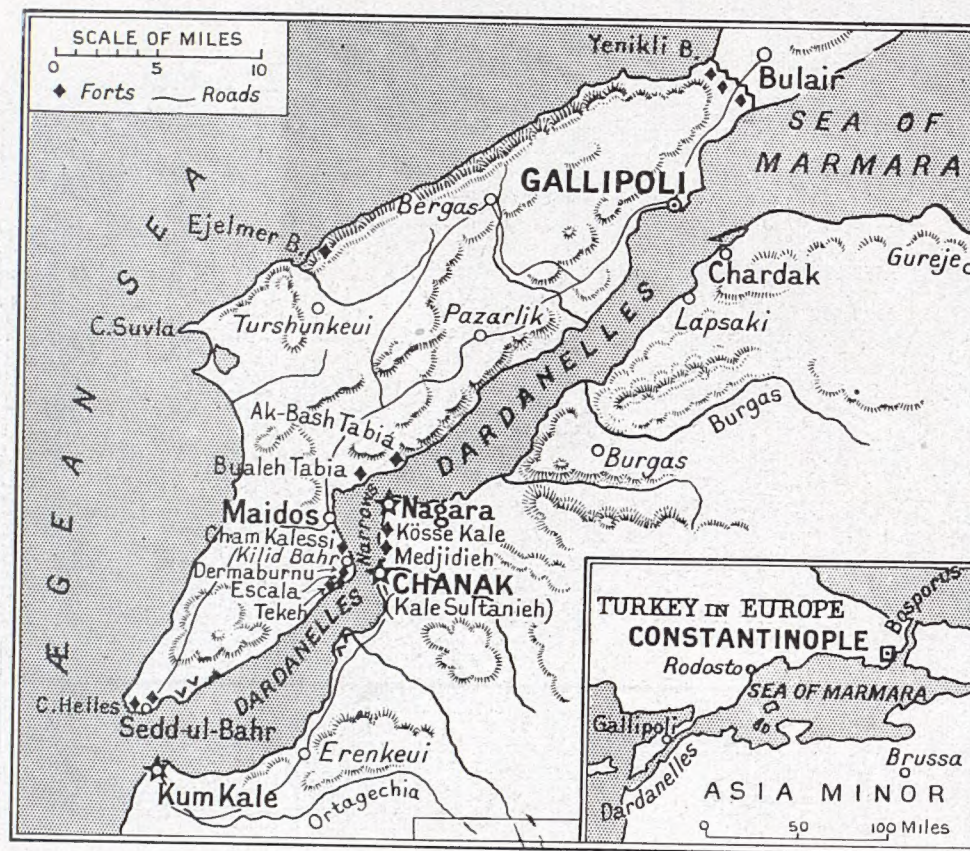
the bombardment was the employment of the new monster ship *Queen Elizabeth* and her 15-inch guns. The effect of these terrible weapons on the defences and defenders must have been appalling, and it is easy to believe the report from Sofia that 600 Turkish wounded alone were conveyed from the Dardanelles to Constantinople. We may look for complete success here; and when that success comes, one of the profoundly important moves of this war will be gained by the Allies.

The Russian *communiqué* that immediately concerns the Slav retirement in East Prussia has now been published, and, as was foreseen, a great deal of German emotionalism and Imperial telegramism must be damped with the water of cold fact. Germany, it will be recalled, sang her litany of an army annihilated, of nearly 70,000 Russians captured, and of over 50 guns (the number was expanded to 300, but only after the world had commented on their paucity in relation to the prisoners made) taken on a desperate field. Germany had swept Russia from her beloved province, and the affair had taken on all the colours of a rout. The Russian *communiqué* admits certain plain facts of this report, but, with a soberness that carries conviction, cuts away practically all of the Teutonic embroidery. The Russian Army *did* retire from East Prussia; there was a very desperate affair on a certain point of the line, where there were great losses in men and

munitions and guns: but as for all these glowing terms—"rout," "annihilation," and the like—they are nonsense, or nearly nonsense. What happened in East Prussia was this. The Russian line of the Tenth Army,

a force made up of not more than four corps, having its right wing somewhere about Tilsit, and its left wing resting in the difficult country near Lyck, close to the Russian border, sensed the immense increase of the German forces before them. New formations had been hurried up to fill out the reserve force in East Prussia, and, thanks to the fine efficiency of the German strategic railway lines, our Allies found that, possessing rather less than 150,000 men, they had to face a vast new organisation of anything up to 500,000 effectives. Far from their own base, hampered in mobility by lack of railways and an excess of the vilest roads, their line set in a country of swamps and lakes and woods, it was merely sensible of the Russians to withdraw to the strong line of the Niemen fortifications. This was done, in the main, without any pronounced degree of anxiety, the two corps nearest Lyck falling back—fighting, it is true, but to no harassing extent—to the forts of Lomza, Ossowiez, and Grodno. It was to the two corps nearer Tilsit that misfortune happened. The corps on the extreme right flank, while working its way towards Kovno, was beset on its own left wing by an overpowering attack of the enemy. It extricated

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WHERE FORTS HAVE BEEN BOMBARDED BY AN ALLIED BRITISH AND FRENCH FLEET  
AND MINE-SWEEPING BEGUN: THE DARDANELLES.

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**WRECKED BY A SNOWSTORM AND BURNED BY HER CAPTAIN, ON A DANISH ISLAND: THE BROKEN-BACKED ZEPPELIN "L 3."**

The German Zeppelin "L 3" came to grief a few days ago on the Danish island of Fanoe. It is understood that she had left Hamburg at 4 a.m.; and she had cruised during the day off the north-west coast of Denmark. Her motors failed her one after the other, and, at about six in the evening, she crashed down on Fanoe beach, breaking her back. Her crew—two officers and fourteen petty-officers

and men—jumped and were uninjured. A moment later the air-craft was seen to be burning, and her Captain afterwards declared that he had set it on fire. Before this, ammunition and bombs had been landed. The "L 3," which displaced twenty-seven tons, was built only last year. The Danish Government has melted down the aluminium frame. Note the men by the wrecked craft.



itself, losing heavily, and was able to fall back, without being broken, to its base. It had to do this, however, with great rapidity, and the swift-ness of the movement exposed the right flank of the 20th Corps fighting south of it in line. Before this corps could grasp what had happened, the

Germans, with splendid swiftness, had poured their flanking divisions into the gap, and were striving with every effort to envelop the Russians, pushing on an ever-increasing force into the lunge. It is to the eternal credit of the Russian 20th Corps that, in spite of every prospect of complete annihilation, they were able to discount all attempts of their enemy to roll them up. They came out of that exacting predicament fighting. It took the corps nine days to cover the thirty-odd miles of swamp, bad roads, snow-enwrapped country, and the Augustowo woods, but they did it. They were all but cut to pieces; they lost a great proportion of their effectives in wounds and capture and death; but as for being exterminated—that is another matter. They reached the Niemen line with the majority of their guns, and all their prisoners also, and that after fight-

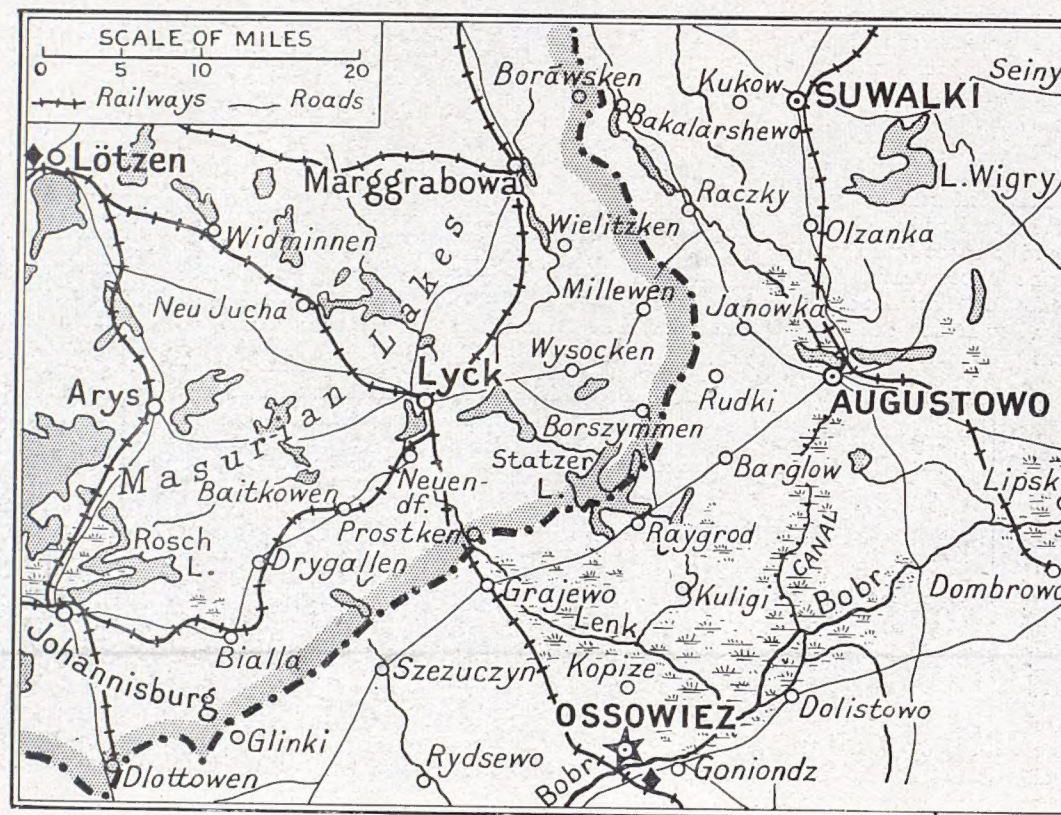
ing on rear and flanks, as well as having at times to cut through forces that barred their way. Thus, when Germany tells the world that "the Tenth Russian Army has ceased to exist," it is merely the Teutonic

way of saying that one section—and that a fourth only—has been badly cut up, and that the other three sections have been able to make the Niemen line and to face about in battle there. That a battle of first importance is raging, or is likely to develop, here along the Niemen

line is obvious from the whole strategical inclination of Germany as well as from the course of events. The advance has been pushed so far that, according to Russian reports, the guns of Ossowiez were able to engage the German batteries. From this point—that is, from the marshy lands of the Narew and the Bobr almost to Kovno as the northern extreme—fierce attempts are being made upon the Russian front. While small detachments of Germans have been able to force their way across the Niemen at Svientsiansk, where the Russians are fighting them off, the main German thrust seems to be directed towards the region of the Narew and the Bobr, where the engagement is exceedingly heavy. In this section our Allies seem to be holding their own; but further west (in a line almost above Warsaw) the fighting about the town of Przasnysz is yet

doubtful, for though the Germans talk of a big gain here, the Russian reports are indeterminate, though success along a front of twenty-five miles is claimed. The main plan of all this, of course, is a stroke from

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WHERE THE OUTNUMBERED RUSSIAN REGIMENTS MADE THEIR HEROIC RETREAT THROUGH THE AUGUSTOWO FOREST: THE REGION OF THE MASURIAN LAKES.





HEAVILY REPRESENTED IN RECENT CASUALTY LISTS, THROUGH THE MINING OF A TRENCH: OFFICERS OF THE 16TH (THE QUEEN'S) LANCERS.

The casualty lists dated February 22 contained the names of six officers of the 16th Lancers killed or dead from wounds, and five of the same regiment wounded. Among the killed, besides those in the above group, were Lt. N. W. R. King and 2nd Lt. J. J. Ryan. These heavy losses were due to the explosion of a German mine under a trench occupied by the 16th Lancers within twenty yards of the German trenches. Besides the officers, many men of the rank and file were killed or wounded. The names of those in the group are (from left to right) in the top row: Lt. L. C. Ramsbottom Isherwood,

Lt. D. R. Cross (killed), Lt. J. G. W. Clark; second row: Lt. R. G. Davis, Lt. E. R. Nash (killed), Lt. J. L. Cheyne, Lt. T. L. Horne, Hon. Lt. G. C. M. Aris, Capt. W. J. Shannon, Capt. E. H. Beddington, Lt. Lord Holmpatrick, Lt. R. A. J. Beech (killed), Capt. Griffith, Lt. J. E. R. Allen (wounded); sitting: Capt. G. E. Bellville, Col. C. L. K. Campbell (wounded), Major J. Eccles, Col. M. McEwen, Major R. L. Macalpine-Leny, Capt. J. E. Adams, Major A. Neave (died of wounds).—[Photo. by Lafayette, Dublin.]



the north at Warsaw. The immediate plan is to get astride the railway arteries that feed Warsaw—the Narew, for instance, is within striking distance of the main railway to Petrograd, and Przasnysz menaces the Mlava-Warsaw railway and a great section of the Russian forces that are radiating from it. The difficulties of this line of attack have been pointed out previously; that those difficulties are becoming increasingly apparent is proved, first, by the Russian reports detailing heavy repulses of the Germans between the Bobr and Edvabno and in the Przasnysz region; and secondly, by the German admissions that new forces are appearing in these areas.

While eastern events are indecisive upon the Prussian front, there is nothing equivocal about their movements elsewhere. On the Bzura front, they have carried out an attack with great spirit and have driven the Germans back at Moghily. In the Eastern Carpathians, too, they have managed their plans with a certain measure of success. The Austrian advance through the passes has been checked on the Dniester, and the flank of this force is in danger of being enveloped by the Russian corps pushing westward and so constricting the Austrian lines between themselves and the Austrian frontier. The Austrians have failed to take the exceedingly important railway centre of Stanislaw; and since Stanislaw gave to the whole movement through Bukovina its strategic value—its

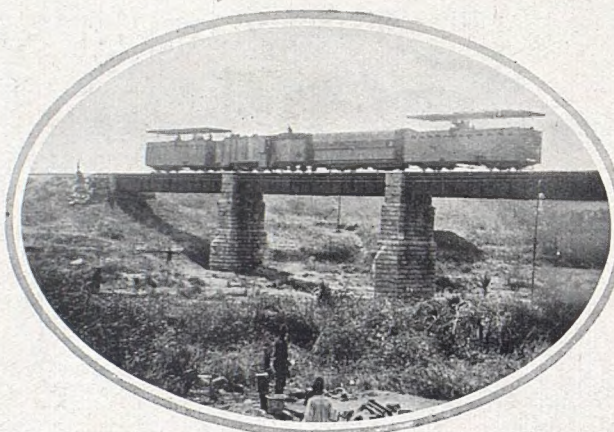


Photo. Illus. Bureau.  
WHERE THE PROTECTION OF THE UGANDA RAILWAY IS OF GREAT IMPORTANCE: A BRITISH ARMOURD TRAIN IN BRITISH EAST AFRICA.



BRITISH WAR TROPHIES IN EAST AFRICA: SPOILS CAPTURED FROM THE GERMANS, ON VIEW AT KARUNGU.

Splendid work has been done in the defence of British East Africa by the King's African Rifles, the East African Police Volunteers, and Indian troops. German attacks on the Uganda Railway were gallantly repulsed. The spoils shown at Karungu were taken from the Germans by the King's African Rifles and the Nyasaland Volunteer Reserve.

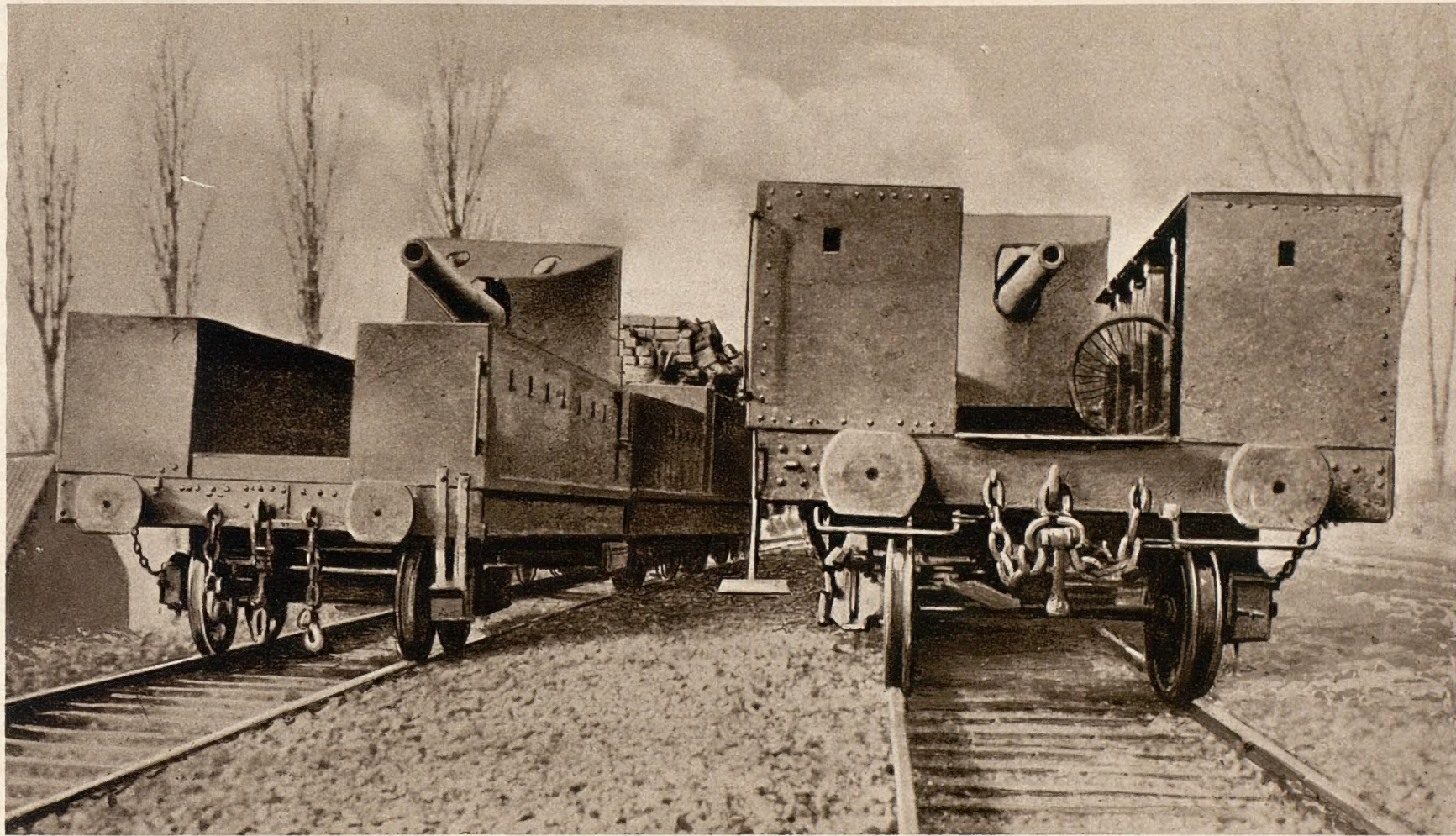
railways give the only chance of the Austrians developing a turning movement that would affect the Russian lines in the Western Carpathian passes—the failure of this movement may be said to be complete as far as our facts show.

In the west there is evidence of quickening under the laconicism of the official reports. There are many points at which greater and greater energy is being manifested. In the Argonne, for example, there is much vigour shown on both sides; and the enemy have, amongst other things, added to the amenities of their philosophy the trick of spraying the French trenches with burning (or is it corrosive?) fluid when attacking. Perthes, too, is a name that crops up in every other communiqué, and always with the significant "we have made some advance" attached. Our own troops have and are continually showing energy at La Bassée, where they are getting the best of a

peculiar and trying tactical position by a slow and sure progress of trench capture. Finally, in Alsace we have a position that adds constant paragraphs to reports. All these points are pregnant with developing events. The increasing dominance of the Allied gunnery carries great meaning and promise. Gun-fire is developed with uncanny accuracy, and the supply of ammunition is reaching the desired accumulation of perfection. When General Joffre's stroke comes, artillery is going to play a most vital and important rôle.

W. DOUGLAS NEWTON.  
LONDON: MARCH 1, 1915.



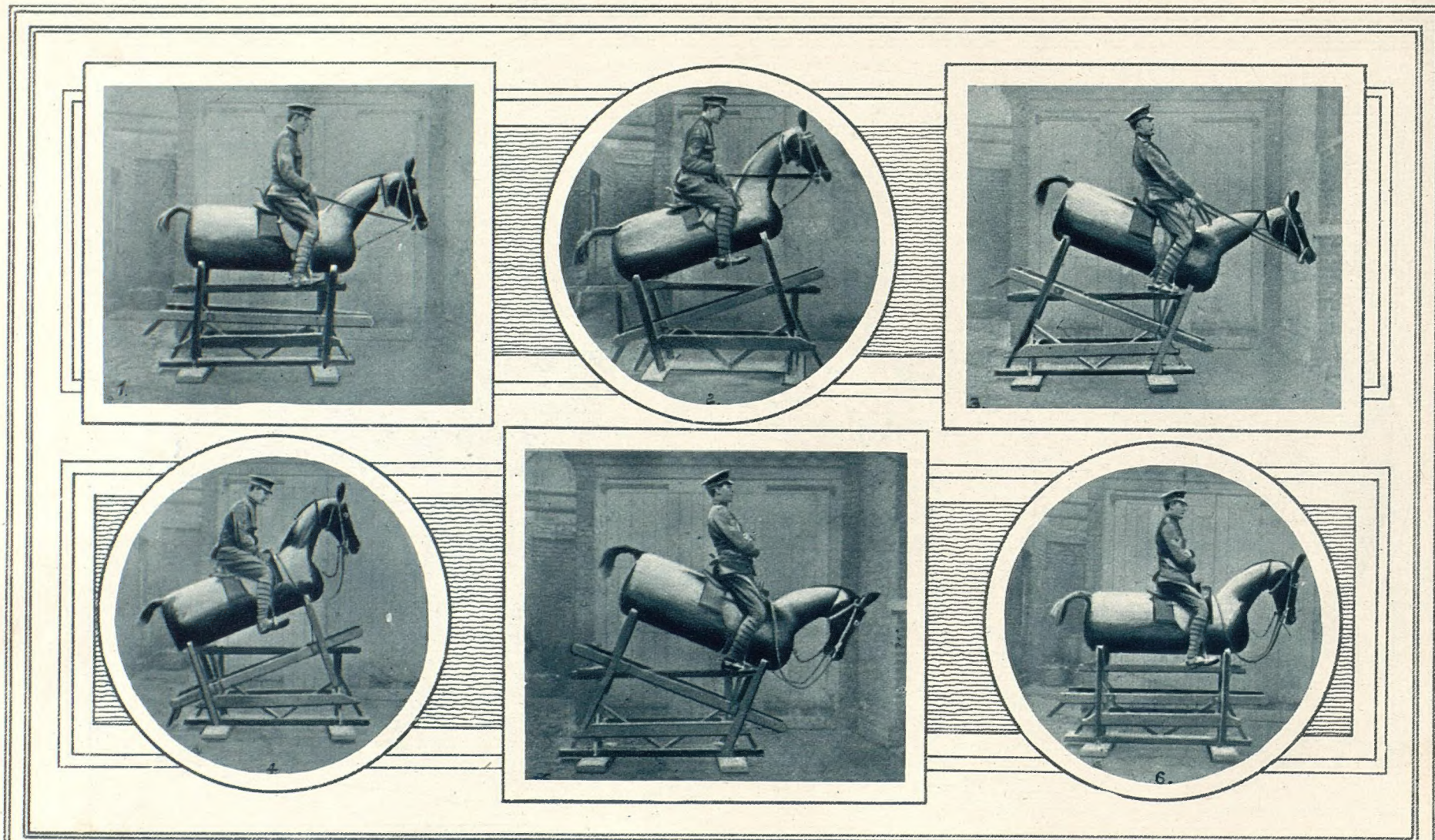


**"BIG WILLIE" AND "LITTLE WILLIE": TWO ARMoured - TRAINS AT THE FRONT SPECIALLY SO NICKNAMED BY TOMMY ATKINS.**

These are a pair of the formidable armoured-trains mounting quick-firing, long-range guns, which have been doing, and are doing, invaluable service to the Allies in North-Western France. The two trains, indeed, have gained a special reputation for themselves on account of the dashing work they have done. In particular, they are very popular among our own men at the front, who constantly see them

starting out or steaming along the line "on business," first at one place, now at another, besides, in addition, both seeing and hearing their guns in action. "Big Willie" and "Little Willie" is what they have come to be dubbed by Tommy Atkins, the sobriquets being adopted from Mr. W. K. Haselden's celebrated "Daily Mirror" cartoons.—[Photo. Reproduced by Courtesy of the "Daily News."]





BRITISH ARMY RECRUITS LEARN RIDING ON A WOODEN HORSE WITH A HINGED THROAT: AN INGENIOUS DEVICE AT WOOLWICH.

The ingenious, mechanically moved, wooden horse shown above, and the large-sized rocking-horse seen on the opposite page, are devices that are being utilised for training recruits and reservists in military riding. The illustrations on this page are of a mechanical apparatus employed at the Army Riding Establishment at Woolwich to teach fore-and-aft balance and movements of shoulders, elbows, and

wrists in jumping. No. 1 shows a recruit acquiring the proper position when his horse takes a hurdle, or any field obstacle, the rider using the reins. No. 2 gives the rider's position (again with reins) as his charger rises to a jump. No. 3 gives the position (using the reins as before) with the horse in the act of landing after clearing a hurdle. In Nos. 4, 5 and 6, we see the man being taught to keep

*[Continued opposite.]*





**A ROCKING-HORSE AS TRAINING-CHARGER: A FINE KICKER AND ROLLER IN USE BY THE CAVALRY RESERVE AT YORK.**

*Continued.* In his balance in the saddle when going through the same three exercises without the aid of reins. In No. 4 the horse is rising to the hurdle; in No. 5 it is landing after the jump; in No. 6 we have the rider (as in No. 1, but with the reins dropped) as his mount is about to take a leap. "The horse's throat," describes Lieut.-Colonel Noel Birch, R.A., in his book, "Modern Riding," "works on a hinge and is connected with the nose by pulleys and weights, so that, when the dummy is in motion, the action of the bending and stretching of a horse's neck is represented." On the second page we give an alternative rocking-horse method used for getting men of the Cavalry Reserve into form at the training depôt at York. The practical value of these mechanical horses is inestimable.





WHAT SERBIA'S SACRIFICES MEAN IN BLOOD AND TEARS: PEASANT WOMEN WEeping OVER THE GRAVES OF SONS AND BROTHERS.

Since the Serbians triumphantly drove the Austrian invaders out of their country, comparatively little has been heard of their movements. This absence of news, however, does not make us forget the sacrifices of Serbia in the Allied cause, or the sufferings which her people are enduring. Mr. Lloyd George referred to them recently in his House of Commons speech on Allied Finance. "Then there

is Serbia," he said, "with the population of Ireland—a people of peasants maintaining an army of 500,000, and fighting her third great war within two years, and fighting that with great resource, great courage, and bravery. But she has no reserve of wealth, and now no exports with which she can purchase munitions of war outside, and she has hardly any manufactures of her own."—[Photo. Topical.]



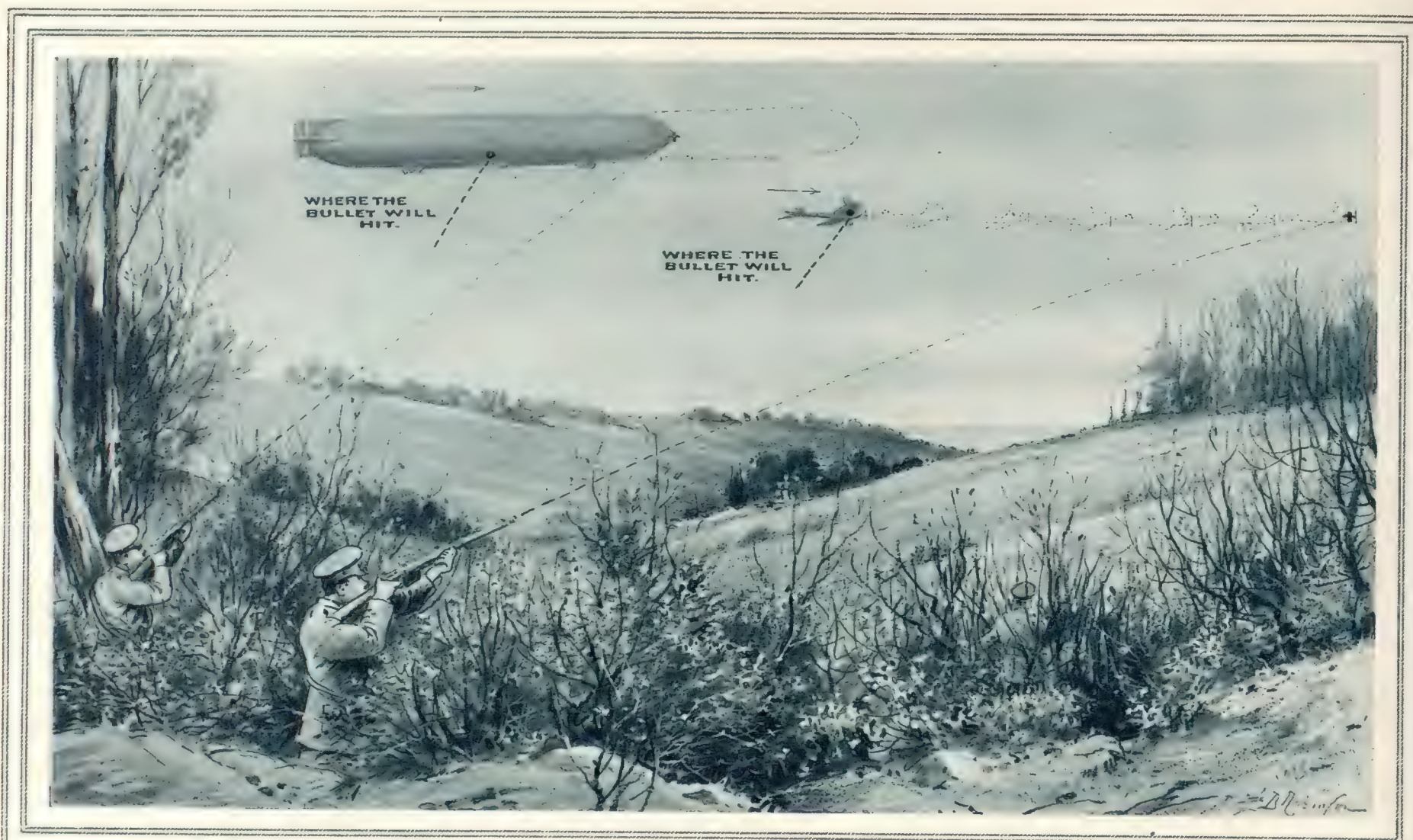


**WHAT A BAYONET CHARGE MEANS: BODIES OF DEAD AUSTRIANS LYING IN THEIR TRENCHES AFTER AN AUSTRO-SERBIAN ENGAGEMENT.**

Except for a recent report of a bombardment of Belgrade, nothing much has so far been heard of the new Austro-German movement against Serbia threatened in January. It was rumoured that the German contingent would be about 80,000 men, and the whole force some 400,000 men, commanded by the Archduke Eugen. Military critics pointed out that not only would the Serbians give a good account

of themselves, but that there were several factors in the situation unfavourable to the enemy, such as the few and bad roads, and lack of strategic railways. The weather had swollen the Danube and the Save, and turned the Drina into a raging torrent. In Syrmia the Austrians were flooded out of their trenches. These conditions were expected to make operations difficult for some time.—[Photo. by Topical.]





**SIX TIMES THE LENGTH IN FRONT OF AN AEROPLANE; AND AT THE NOSE OF A DIRIGIBLE: HOW INFANTRY MUST AIM TO HIT AIR-CRAFT.**

In the official "Infantry Training" is the following: "Air-craft form a very difficult target to fire directed from the ground, and only a small proportion of their area is vulnerable. Bullets can pass through the fabric of aeroplane-wings without doing serious damage. Indiscriminate fire at hostile air-craft is, moreover, likely to cause casualties in neighbouring units, and will also disclose the position

of the troops to the enemy's observer. The strictest control must be exercised. . . . In the case of rifle-fire at aeroplanes, men should be instructed to aim six times the length of the machine in front, and in the case of air-ships, at the nose of the envelope." In the diagram the points aimed at are marked with a cross. An aeroplane travelling at sixty miles an hour covers 88 feet a second.





**MICHAEL O'LEARY, OF THE IRISH GUARDS, WINNING HIS V.C.: AN ENEMY'S POSITION TAKEN PRACTICALLY BY A SINGLE BRITISH SOLDIER.**

The severe simplicity of official records does not hide the heroism of such actions as that by which Michael O'Leary won his V.C. at Cuinchy. It is stated: "When forming one of the storming party which advanced against the enemy's barricades, he rushed to the front and himself killed five Germans who were holding the first barricade, after which he attacked a second barricade, about sixty yards

further on, which he captured, after killing three of the enemy and making prisoners of two more. Lance-Corporal O'Leary thus practically captured the enemy's position by himself."—*Drawn by R. Caton Woodville from Material Supplied by Company-Quartermaster-Sergeant J. G. Lowry, Irish Guards, who was present at the action. Drawing Copyrighted in the United States and Canada.*



## Little Lives of Great Men.

VII.—MR. GRAEME THOMSON.

A FORTNIGHT ago the name of Graeme Thomson would have conveyed nothing to the great British Public. To-day it suggests to everybody the sudden and well-merited rise to reputation of a man who has done the State some service during these months of warfare. The hour produces the man, and at the Admiralty, as well as at the War Office and in the field, the right person has appeared in not a few instances. It is in accordance with the generous and outspoken nature of the First Lord that when he sees outstanding merit in a colleague he permits no official pedantry to hold him silent. And so, in his memorable statement of Feb. 15, Mr. Churchill let the nation know to whom it is indebted for the unparalleled feats of sea-transport by which our Navy has been kept in abundant supplies and our vast armies carried overseas without the loss of a single life or mishap to a single ship. That man is Mr. Graeme Thomson, who four months ago was superintending clerk in the Admiralty Transport under Rear-Admiral H. W. Savory, and who is now Director of that department. During November Mr. Thomson was made Assistant Director, and on Dec. 1, when Admiral Savory retired, he became Director. Mr. Churchill has alluded to him as "one of the discoveries of the war." That discovery began when Mr. Thomson, as superintending clerk, first came into contact with the First Lord, who marked him as "a very likely man." Very soon he was placed in full control of a section of the Transport, where he showed such



"THE GREATEST TRANSPORT OFFICER SINCE NOAH"

MR. GRAEME THOMSON.

Photo. Central Press.

mastery of detail and administrative ability that he was promoted to the second step already noted. It was not long before the First Lord, now assured of his man by daily consultations, put him in his present position of huge responsibility. His rise has been extraordinarily rapid—it probably creates a "record"; but Mr. Thomson has earned it all. And long years of preparation, fourteen in the Admiralty service, have gone to fit him for his task. He is a native of Cheshire; but, as his name implies, he is of Scottish lineage, a son in matters academic of William of Wykeham, for he is a member of both William's foundations, Winchester College and New College, Oxford. From New College he passed to the Admiralty as a Higher Division clerk. His record is now before the world in Mr. Churchill's eulogy: "A man who stepped into the place when the emergency came, who has organised and presided over performances and transactions the like of which were never contemplated by any State in history." Mr. Thomson is not yet forty; to be precise, he is thirty-nine, and he is the youngest Director of Naval Transport the British Admiralty has ever known. He takes his blushing honours modestly. "There is really nothing in it," he said to the inevitable interviewer; but the public is inclined to think that there is a good deal in it. Over one million men, to say nothing of colossal stores, carried without mishap in the face of the enemy, is a considerable performance. At the Admiralty they are said to parody Sir George White's epigram on Sir Edward Ward and to call Mr. Thomson "the greatest transport officer since Noah."





WHERE THE TURKS TRIED TO CROSS THE SUEZ CANAL BY NIGHT: AN ABANDONED METAL PONTOON AT THE ACTUAL POINT OF ATTACK.

In the official account of the Turkish attack on the Suez Canal at the beginning of February it was stated: "Toussoum post was attacked at 3 a.m. by the enemy's infantry, and at the same time a determined attempt was made under cover of heavy Maxim fire to cross the Canal by means of pontoons and rafts. . . . The enemy retired at 3.30 p.m." A British officer present, whose letter is quoted on

our double-page drawing of the subject, writes: "In one section they made a surprise attack and tried to cross the Canal in large, flat-bottomed iron boats. However, the infantry were ready for them, and gave them a hot reception." The photograph, taken after the fight, shows one of the metal pontoon-boats lying upside-down by the bank.





THE COUNTRY IN WHICH GENERAL VON HINDENBURG HAS GAINED HIS LATEST SUCCESS, THROUGH HAVING MADE A LIFE-LONG STUDY

The Russian retreat from the Masurian Lake district of East Prussia, though it involved serious losses, fortunately proved, from the later Russian official reports, not to have been so great a disaster as appeared from the German versions. The accounts also showed that the Russian troops fought with the greatest heroism against overwhelming odds and under terrible difficulties caused by snow and impassable roads.

They inflicted heavy losses on the enemy, especially in the lake and forest passes near Ghita. The Russian Tenth Army had occupied positions along the Angerap and the Masurian Lakes, and its retreat was due to the fact that, owing to the lack of railways, the Russians could not assemble in time sufficient forces in East Prussia to meet the new German concentration. This second success of the German General, von

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OF ITS TOPOGRAPHY FOR MILITARY PURPOSES: THE MASURIAN LAKE DISTRICT DURING THE RECENT RUSSO-GERMAN CAMPAIGN.

Hindenburg, was partly due, doubtless, to his having made a special study of the military topography of the Masurian Lakes. He had always upheld the view that, in case of war, the Russians must be forced into that swampy region, and he strongly opposed a project once suggested for draining the lakes. Every year he conducted manoeuvres in the Lake district and thoroughly studied every phase of the ground, even

measuring to what depth guns of a certain size would sink into the swamps in various places. After being pensioned he spent his holidays there in similar pursuits. When the war broke out and the Russians invaded the Masurian Lake district, von Hindenburg was, therefore, sent to East Prussia. Our photographs are from a German paper.





WHERE MEN WHO REFUSE TO ENLIST ARE MARCHED TO PRISON: SOUTH AFRICA—PREPARATIONS AGAINST GERMAN SOUTH-WEST AFRICA.

The South African Union Forces occupied Garub, seventy miles east of Lüderitz Bay, on February 22, and later two other places in German South-West Africa, Nonidas and Goanikas. Regarding conditions of military service in the Union, the latest "Statesman's Year-Book" says that "the new Defence Act, which became law in 1912, rendered all citizens liable to compulsory service." Our photographs show:

(1) Men who refused to go to German South-West Africa: some of the shirkers entering prison; (2) To the strains of "Tipperary": the Transvaal Irish marching through Pretoria en route for German South-West Africa; (3) Burghers commandeered being put through their paces; (4) The 2nd Batt. Transvaal Scottish "at ease" outside Pretoria Station before entraining for German South-West Africa.





**ADJOINING A BLOCKADED GERMAN COLONY: A BRITISH EAST AFRICAN BLOCKHOUSE.**  
Important news regarding the operations in East Africa, where, it will be remembered, British and German East Africa are contiguous, was made known by the Foreign Office on February 26, in the following announcement: "His Majesty's Government have decided to declare a blockade of the coast of German East Africa as from midnight, February 28-March 1. The blockade will extend along



**IN BRITISH EAST AFRICA: A NATIVE SOLDIER AT A LOOK-OUT STATION.**  
the whole coast, including the islands—i.e., from latitude  $4^{\circ} 41'$  south to latitude  $16^{\circ} 40'$  south. Four days' grace from the time of the commencement of the blockade will be given for the departure of neutral vessels from the blockaded area." This is the first blockade formally declared by the Allies—[Photos. by Illustrations Bureau.]





ABOUT TO ATTACK DARDANELLES FORTS: THE BRITISH AND FRENCH WAR-SHIPS AT THE ENTRANCE OF THE STRAITS.

On February 20, the Secretary of the Admiralty announced: "Yesterday (Friday) at 8 a.m., a British fleet of battle-ships and battle-cruisers, accompanied by flotillas, and aided by a strong French squadron, the whole under the command of Vice-Admiral Sackville H. Carden, began an attack upon the forts at the entrance to the Dardanelles." On February 25, the Secretary of the Admiralty issued the further

statement that: "The weather moderating, the bombardment of the outer forts of the Dardanelles was renewed at 8 a.m. this morning, February 25. After a period of long-range fire, a squadron of battle-ships attacked at close range. All the forts at the entrance of the Straits have been successfully reduced." Our photograph shows the ships of the Allies at the entrance to the Straits.—[Photo. by Topical.]





**GULLING THE GERMANS AND, POSSIBLY, IGNORANT NEUTRALS: AN ENEMY-PICTURE OF A BRITISH WAR-SHIP "CONFISCATING A NEUTRAL LINER"!**

This is another of the imaginative pictures by means of which the German Press misrepresents the part taken in the war by the British Navy. We have already reproduced several from German illustrated journals. The drawing above is entitled "British Arbitrariness at Sea: The Confiscation of a Neutral Liner in Spite of the Protests of its Captain." One interesting detail to notice is the sinister British boarding-

officer from one of the battle-cruisers in the background, with the face of a man of fifty, and the single stripe of a Sub-Lieutenant. Apparently his words are so truculent that one of the lady passengers has to stop her ears, while other passengers shrink back appalled, and the steamer's mate, with half-clenched fists, can hardly keep from open violence, so overpowering is his indignation.





THE DISASTROUS TURKISH ATTEMPT TO CROSS THE SUEZ CANAL: THE DESTRUCTION OF THE MET

As mentioned on another page containing a photograph of the actual point on the Suez Canal where the Turks tried a night crossing, the official account of the action stated that the attempt was made "by means of pontoons and rafts." A British Naval officer on one of the torpedo-boats engaged has given a vivid account of the action. "We soon got among the boats," he writes, in the "Morning Post," "and the 3-pounder gun and the two Maxims got to work on them. Piles of dead Turks were soon lying round each

boat, and managed asked us





DESTRUCTION OF THE METAL PONTOONS BY BRITISH FIRE.—DRAWN BY R. CATON WOODVILLE (FROM MATERIAL SUPPLIED).

the action stated  
action. "We soon  
n lying round each

boat, and the 3-pounder shell was blowing the boats and the Turks sky-high. . . . We finished off the boats—great, big, heavy, iron things: goodness only knows how the Turks managed to drag them all this way over the desert—and then went on to help our troops. . . . We reported to the General that we had smashed up all the pontoon boats, and he asked us to make certain none remained. . . . We went back to finish off some boats which the Turks had abandoned inshore on the east bank."





ACCORDING TO ANCIENT CUSTOM: THE FUNERAL PYRE AND CREMATION OF A HINDU SEPOY WHO DIED IN AN ENGLISH WAR-HOSPITAL.

We see here the funeral rites being performed over a Hindu sepoy who died in an English war-hospital. Hindus form the majority in the Indian Army: principally Rajputs, Jâts, Mahrattas, and Gurkhas, who are of Rajput descent. Photograph No. 1 shows the funeral pyre being built by Indian students, with the body on a hospital-bier draped with a flag. No. 2 shows the shrouded body on the pyre as laid

there by comrades of the dead, seen standing round. In No. 3, the pyre is completed, the upper logs concealing the body, and prayer is being offered by the sepoys before fire is applied. Note the two British soldiers standing at "attention." In No. 4 two Gurkhas, wounded in battle beside the dead man, are paying their last tribute.





**WITH IMAMS SENT SPECIALLY FROM ALGERIA OFFICIATING: THE FUNERAL OF TWO TIRAILLEURS MAROCAINS WHO DIED IN A FRENCH WAR-HOSPITAL.**

Just as the British authorities act with every regard to religious usages at the funerals of Indian soldiers (see the photographs on the page opposite), the French War Office pays scrupulous regard to native observances on the occasion of the deaths in hospital of Mohammedan soldiers of their Algerian regiments. Our illustration, drawn on the spot by M. L. Jonas, shows the funeral service at

one of the cemeteries of Paris, according to the prescriptions of the Koran, over the remains of two Tirailleurs Marocains, whose Corps belongs to the Algerian Command. The two imams (Mohammedan priests) seen in their white robes in the centre of the picture, have been specially sent to Paris from Algeria to conduct services on such occasions.



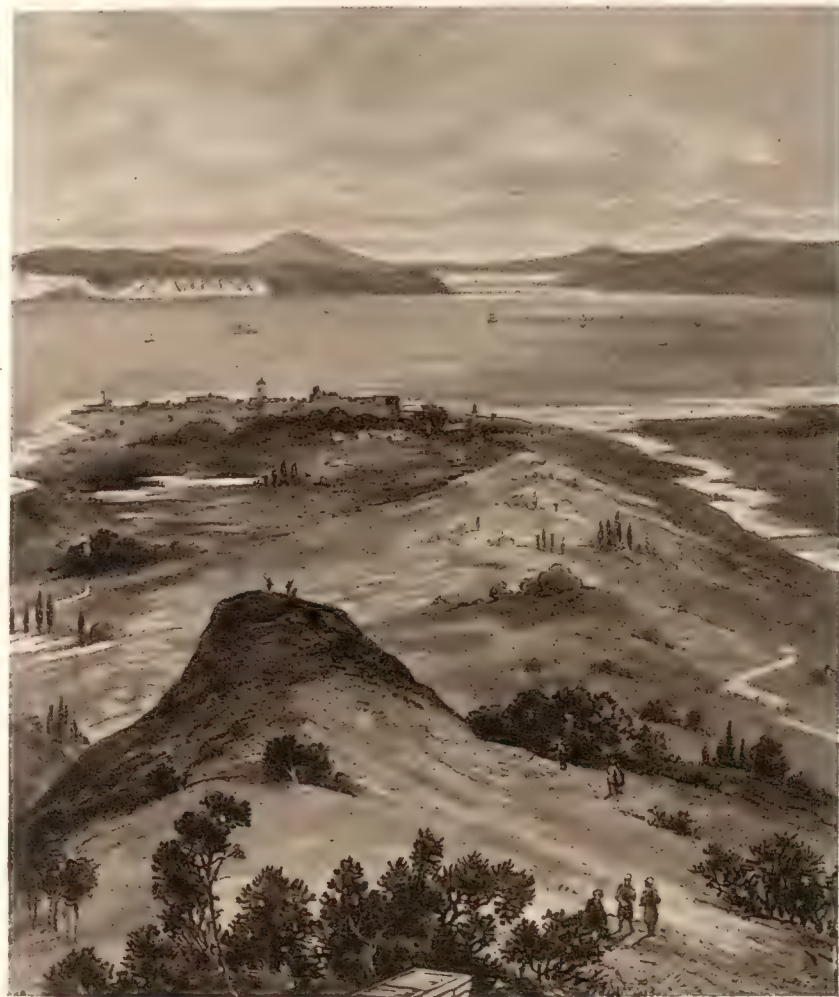


THE SINGAPORE SEPOY RIOT: THE CITY HALL AND SIR STAMFORD RAFFLES' MONUMENT. Singapore, the scene of the recent riotous outbreak by some sepoys of a Bengal Light Infantry regiment recently stationed there, has been called the "Liverpool of the Far East." It has been under the British flag for ninety-six years, and is strongly fortified and garrisoned. The ideal commercial position of Singapore, which is on a small island of the same name off the southern end of the Malay Peninsula,



THE SINGAPORE SEPOY RIOT: TRAFFIC IN THE "LIVERPOOL OF THE FAR EAST." between the Indian and Pacific Oceans, first attracted Sir Stamford Raffles, the founder of the Straits Settlements, and he acquired the site, for the East India Company, from whom it was taken over by the Crown with the Company's other possessions. Cavanagh Bridge is named after Colonel Orfeur Cavanagh, Governor of the Straits Settlements fifty years ago.—[Photos. by Underwood and Underwood.]





**BOMBARDED BY BRITISH AND FRENCH SHIPS: THE ENTRANCE TO THE DARDANELLES.**  
The western entrance to the Dardanelles is two miles across, the northern coast rising steeply. The Asiatic side, of lower elevation, is fringed with shoals. Our view is near Kum Kaleh, the westernmost point on the south. The neighbourhood is the scene of the Siege of Troy. The knoll in the foreground is called indifferently the Tomb of Ajax or the Tomb of Patroclus.



**OMINOUS No. 13: THE FAÇADE OF THE GERMAN ADMIRALTY IN BERLIN.**  
The German Admiralty, of whose palatial exterior we give an illustration, stands on the northern side of the Leipziger Platz, Berlin, and bears the Number 13 in the square. Grand Admiral von Tirpitz has apartments within the building. Above is seen flying the Imperial German naval flag. It corresponds to our White Ensign.—[Photo. C.N.]





WIRE-NETTED AGAINST HAND-GRENADES: GERMAN TRENCHES IN THE ARGONNE.

The opposing trenches in many places along the front are so close together that bombs and grenades can be thrown by hand from one to the other. The photograph shows a German device for stopping such missiles, in the form of wire-netting fixed along the top of the parapet at an angle sloping back over the heads of the men in the trenches.—[Photo. by Alfieri.]



WITH SHEEP-SKINS, FELT BOOTS, AND CIGAR: A GERMAN LANDSTURM OUTPOST.

The Germans have had to call up many of their Landsturm men for active service. In the House of Commons the other day Mr. Tennant gave the latest available statistics of the German forces. The total of trained and untrained men came to 9,898,000, including 623,000 trained Landsturm, and 5,683,000 untrained Ersatz Reserve and Landsturm. The man wears the new overcoat.—[Photo. by E.N.A.]





**A "TABLOID" WHICH IS UNPALATABLE TO THE ENEMY! A SOPWITH SCOUT TRACTOR BIPLANE WHICH CAN COVER 11,000 FEET A MINUTE.**

The expert will tell you that there is a class of aeroplane in which we score over the Germans very heavily—the single-seater biplane scouts, usually called "Tabloids." The Sopwith firm produced the first of these in 1913, and that craft caused a sensation by doing 94 miles an hour (*i.e.*, 11,000 ft. a minute) with only an 80-h.p. engine, and yet landing at about thirty miles an hour. Other makers

have followed suit. Such machines—our fastest fliers and climbers—enable our airmen to attack with exceptional success, although the pilot has to do the shooting as well as the flying. The "dodging" and manoeuvring generally is done with much greater speed than the enemy machines can attain, and it is especially difficult to hit the air-craft from the ground or from the air.





WITH A "RACER" ENABLING IT TO BE TRAINED IN ANY DIRECTION: A FRENCH "75" FIELD-GUN BEING USED AS A POSITION-GUN.

Here we see one of the French "75's," the marvellous 75-mm. field-piece over the battle-achievements of which popular opinion in France waxes more and more enthusiastic, being used as a position-gun. A special day was recently observed all over France as "La Journée du 75," when medallions bearing a representation of the gun were sold as souvenirs. In our illustration the "75" is in a gun-pit

about two feet deep, into which the trail has been lowered to obtain extreme elevation for firing at an abnormally long range. The smooth circular strip round the pit (like the "racer" of a broadside-gun in a war-ship) is for training the gun in any direction by means of a rope lashed to the hub of either wheel. Aiming to right and left is thus quickly and easily effected.





THE WAR IN SOUTH - WEST AFRICA : A UNION ARMoured-TRAIN ; AND EXAMPLES OF "HARD LABOUR" BY INTERNED PRISONERS.

At the moment of writing, news comes of a British advance in South-West Africa. The troops under Colonel Deves, part of Brigadier-General Mackenzie's command, entered Garub, seventy miles east of Lüderitz Bay, on February 22. The enemy dynamite the railway in retreating. Armoured-trains, including the "Schrikmaker" (Startler), under Captain Adams, of the South African Engineer Corps,

were used in the previous operations against De Wet. Our photographs show : (1) A 12-pounder Naval Q.F. gun attached to the "Schrikmaker" ; (2) The "Schrikmaker" ; (3) A Double Eagle made by an Austrian prisoner in the internment camp at Roberts Heights (Note the F.J.I.—Franciscus Josephus Imperator) ; (4) A "fake" gun made by another prisoner. Evidently they are not having a hard time.





**"A GAIN OF GROUND": FRENCH SAPPERS IN THE CRATER OF A MINE-EXPLOSION WHICH HAS DESTROYED GERMAN TRENCHES.**

Exploding mines under the enemy's trenches has been a frequent method of gaining ground during the siege-war now in progress. In our Issue of February 17 we gave a drawing by Mr. Frederic Villiers, showing the explosion of a French mine in German trenches, and a French storming party rushing across from their own lines to occupy the crater formed by the artificial miniature volcano. The above

photograph shows such a crater after the explosion of a mine in a section of German trenches by French sappers, who are seen in the shelters which they have dug out in the excavation. A very interesting illustrated account of the method of laying and firing land-mines beneath trenches, written by Colonel F. N. Maude, C.B., appeared in the "Illustrated London News" of February 27.





WIRE-ENTANGLEMENT DEFENCES: TWO LINES OF FRENCH TRENCHES WITH DIFFERENT FORMS OF WIRE; AND A DEAD GERMAN BETWEEN.

Wire-entanglements have been very extensively used for defences in the Great War, and they form an obstacle which causes much loss to an attacking party, for men held up by wire make a much easier target than when moving rapidly. A British staff officer home on leave from the front was asked recently, it is said, what "comforts" it would be best to send out to the troops. He replied: "Barbed wire-cutters by the

thousand! The regulation allowance is 48' per 1000 men, and if in an attack through wire the men who carry the cutters are shot it is not difficult to imagine what happens to the rest." It has been said that every German soldier carries a pair of wire-cutters. Some cutters have insulated handles, to deal with wire that is electrified.



## HOW IT WORKS: VII.—THE MAXIM MACHINE-GUN.

THE basic idea of a multiple or rapid-fire gun, of the class now generally known as machine-guns, is probably as old as the history of guns themselves. There is an old Chinese double-barrelled gun in existence which, according to the inscription, was made in 1607, each barrel of which is provided with three vent-holes so spaced that there is room for a charge of powder and a bullet between each vent. By this arrangement three shots could be rapidly discharged from each of the barrels, thus constituting a true rapid-fire gun.

Since the time of this weapon many devices having the same object have been designed; but the first weapon that proved actually practical was the multi-barrelled gun invented in America during the Civil War by Dr. Gatling. This gun was operated by hand-power, and was capable, in its improved form, of firing over a thousand shots a minute. It may be remarked that the original French mitrailleuse, so often referred to, was never very successful.

The modern machine-gun has but a single barrel, and is, in its most improved form, entirely automatic in its action—that is, after the first shot has been fired, it will continue to fire at a very rapid rate, all of the necessary operations of loading and firing being worked by either the recoil or by the pressure of the exploding gases within the barrel.

While guns of the semi-automatic type have been made in fairly large sizes, the true machine-gun is an automatic gun built to take only the regular service rifle-cartridge used by the troops; and these guns operate at speeds of from 400 to about 1000 shots a

minute, depending largely on the size of the charge of explosive in the cartridge.

While the idea of a rapid-fire gun is old, its practical realisation had to await the coming of the metallic cartridge. The machine has now become one of the most deadly weapons, for it has proved invaluable for repelling a charge, in defending trenches, either by direct or enfilade fire, and, when mounted on a motor vehicle, it is indispensable in a foray or a reconnaissance in force within the hostile territory. These machine-guns, of which there are many

different makes—each country having developed some special style—all have a single barrel, which is in some cases kept cool by a water-jacket, in others by air radiation. In many cases the ammunition is fed to the gun by means of a belt which carries the cartridges separately in loops, like the ordinary cartridge-belt. This band usually carries 250 cartridges, which are automatically fed into the

gun barrel, one at a time, as the belt passes through the breech of the gun. In some machines the cartridges are fed from a magazine placed upon the breech of the gun, and which can be quickly re-

placed as fast as its contents are exhausted. Among the prominent English automatic machine-guns now being used in the war is the Maxim. The Maxim gun shown on the opposite page has the belt-feed and a water-cooling jacket.

When in use machine-guns are generally mounted on a light metal tripod, which can be readily folded up for transportation; and the entire outfit can be carried on the backs of horses, or even of men, for even the heaviest weigh only about sixty-eight pounds complete.—[By Courtesy of the "Scientific American."]



A MAXIM: OFFICERS RECEIVING INSTRUCTION IN FIRING THE GUN.

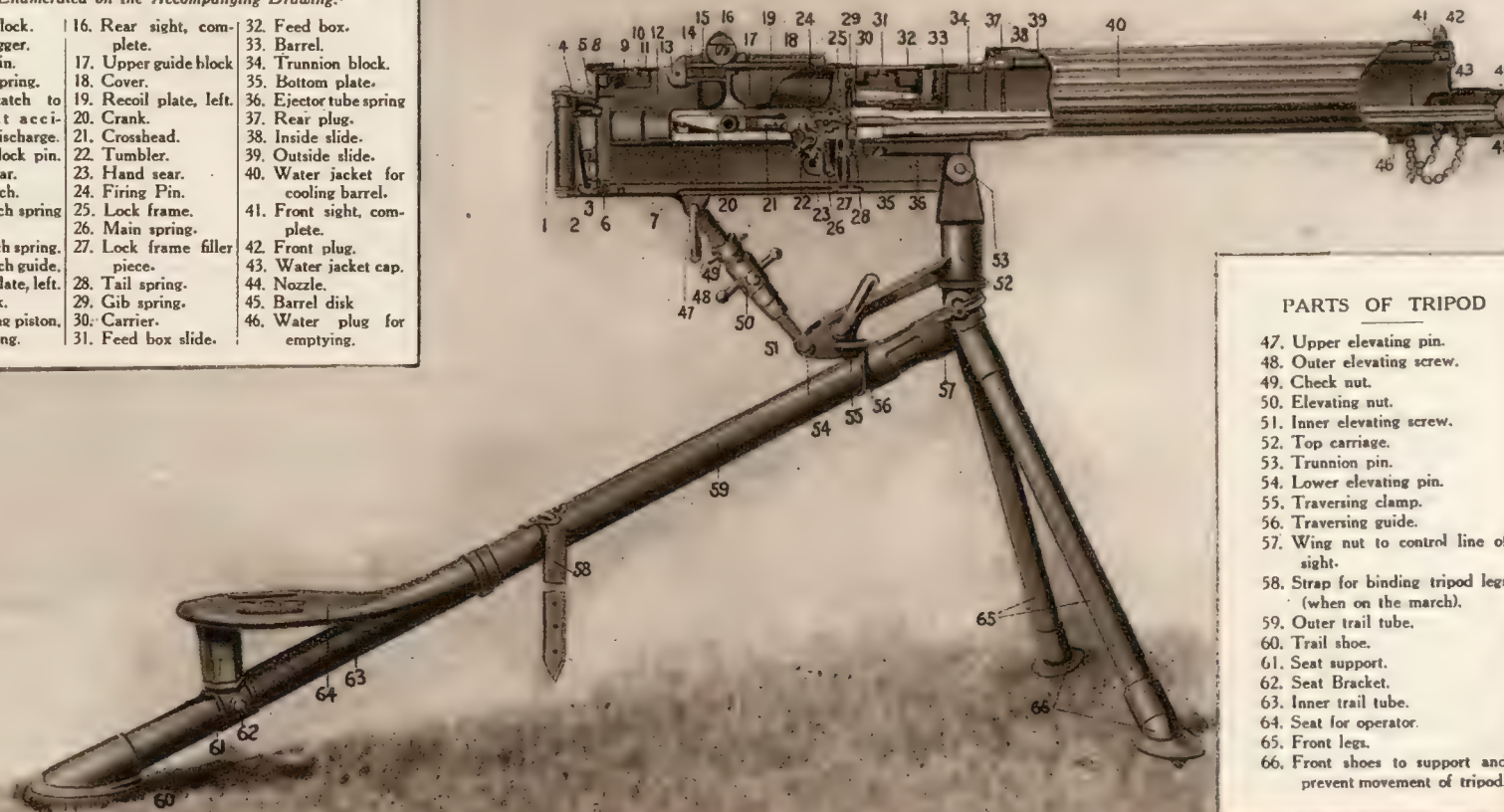
Photograph by S. and G.



## PARTS OF MAXIM AUTOMATIC MACHINE GUN WITH TRIPOD.

(As Enumerated on the Accompanying Drawing.)

- |  |                              |                                      |
|--|------------------------------|--------------------------------------|
| 1. Handle block.                                 | 16. Rear sight, complete.    | 32. Feed box.                        |
| 2. Firing trigger.                               | 17. Upper guide block.       | 33. Barrel.                          |
| 3. Trigger pin.                                  | 18. Cover.                   | 34. Trunnion block.                  |
| 4. Trigger spring.                               | 19. Recoil plate, left.      | 35. Bottom plate.                    |
| 5. Safety catch to prevent accidental discharge. | 20. Crank.                   | 36. Ejector tube spring.             |
| 6. Handle block pin.                             | 21. Crosshead.               | 37. Rear plug.                       |
| 7. Trigger bar.                                  | 22. Tumbler.                 | 38. Inside slide.                    |
| 8. Cover catch.                                  | 23. Hand sear.               | 39. Outside slide.                   |
| 9. Cover catch spring piston.                    | 24. Firing Pin.              | 40. Water jacket for cooling barrel. |
| 10. Cover catch spring.                          | 25. Lock frame.              | 41. Front sight, complete.           |
| 11. Cover catch guide.                           | 26. Main spring.             | 42. Front plug.                      |
| 12. Outside plate, left.                         | 27. Lock frame filler piece. | 43. Water jacket cap.                |
| 13. Sight rack.                                  | 28. Tail spring.             | 44. Nozzle.                          |
| 14. Sight spring piston.                         | 29. Gib spring.              | 45. Barrel disk.                     |
| 15. Sight spring.                                | 30. Carrier.                 | 46. Water plug for emptying.         |
|  | 31. Feed box slide.          |                                      |



## PARTS OF TRIPOD

47. Upper elevating pin.
48. Outer elevating screw.
49. Check nut.
50. Elevating nut.
51. Inner elevating screw.
52. Top carriage.
53. Trunnion pin.
54. Lower elevating pin.
55. Traversing clamp.
56. Traversing guide.
57. Wing nut to control line of sight.
58. Strap for binding tripod legs (when on the march).
59. Outer trail tube.
60. Trail shoe.
61. Seat support.
62. Seat Bracket.
63. Inner trail tube.
64. Seat for operator.
65. Front legs.
66. Front shoes to support and prevent movement of tripod.

## ABLE TO FIRE A STEADY STREAM OF BULLETS: THE MAXIM—A MACHINE-GUN USED BY MANY ARMIES.

Practically a round dozen of the European armies have adopted the Maxim type of machine-gun, either exclusively or partially: Great Britain, Russia, Germany, Serbia, Belgium, Turkey, among the nations taking part in the war; Roumania and Bulgaria, Greece, Spain, and Switzerland. Across the Atlantic the Army of the United States has also largely adopted the Maxim. The calibres of the ammunition

used vary, according to the service rifle used, between .256-inch and .315-inch, .303-inch, the calibre of the Lee-Enfield, being the British size. The pattern of mounting also varies somewhat in different armies, the tripod-carriage being mostly used. A machine-gun section of two Maxims forms part of the establishment of every British cavalry and infantry regiment.



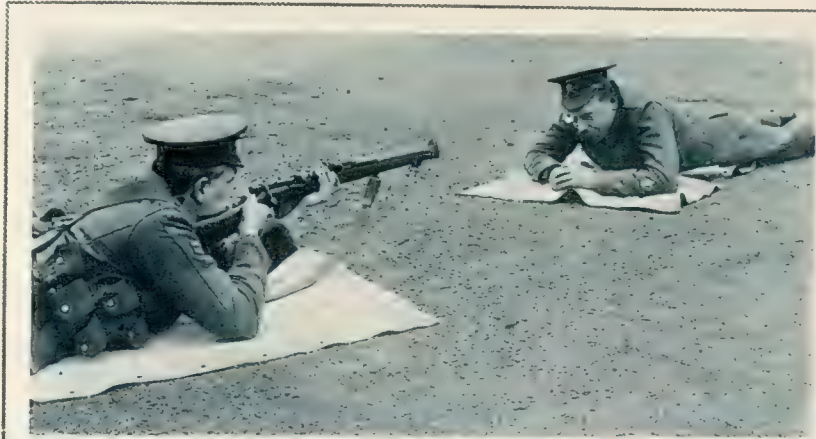


LEARNING TO USE THE "TYPEWRITER" AND OTHER LETHAL WEAPONS: SOLDIERS IN TRAINING AT THE HYTHE SCHOOL OF MUSKETRY.

A British officer home from the front recently related an interesting trench-dialogue between an old soldier and a recruit. The veteran was explaining what to do during a German attack. "They get to about seventy yards from the trenches," he said. "Our big guns stop firing for fear they'd hit us also. Don't you dare do anything. It's the turn of the typewriters." "What type-writers?"

"The machine-guns, you fool. Didn't you ever hear them knock out their a b c's? When you hear them begin, it's the signal for you to put your rifle in position." Our photographs show: (1) Landscape target instruction: N.C.O.'s learning to describe topography; (2) Machine-gun drill: ready to fire; (3) Firing from cover kneeling; (4) The kneeling position behind cover when firing.





"I MISDOUBT I TOOK TOO MUCH O' THE FORESIGHT": LEARNING TO SHOOT AT THE HYTHE SCHOOL OF MUSKETRY.

In one of his articles on "The New Army in Training," Mr. Rudyard Kipling described in his own inimitable style the work of musketry instruction, on that occasion in Scotland. "At the miniature targets squad after squad rose from beside their deadly earnest instructors, gathered up their target-cards, and whisperingly compared them, five heads together under a window. 'Aye, that was where

I loosed too soon.' 'I misdoubt I took too much o' the foresight.' " Our photographs, taken at the Royal School of Musketry, Hythe, show: (1) Teaching snap-shooting, or rapidity of aim, by an eye-disc held to the instructor's eye; (2) Aiming at moving targets: on the nearest rifle is an aim-corrector; (3) On the miniature range: criticising; (4) A lesson in trigger-pressing.—[Photos, by Sport and General.]





**NEXT TO THE NEWLY PLACED CRIMEA MEMORIAL: THE FLORENCE NIGHTINGALE STATUE.** It is appropriate that this period of war upon a scale hitherto unknown, and of the enlistment of the help of women to an extent never paralleled, should witness the erection of a statue to the pioneer of the work of women in nursing wounded soldiers in the actual war area, Florence Nightingale, who came like a ministering angel into the horrors of the Crimean campaign. The statue, which was unveiled



**A TIMELY TRIBUTE: THE FLORENCE NIGHTINGALE STATUE UNVEILED IN LONDON.** informally on February 24, is full of simple dignity. It stands in Waterloo Place, hard by the newly placed Crimea Memorial group, and is flanked appropriately by the statue of Sidney Herbert, who was the War Minister who granted permission to Florence Nightingale to enter upon her mission of mercy. It is the only statue of a woman other than of royal birth in London.—[Photos. by C.N. and L.N.A.]





**EYESIGHT PRACTICE: "SPOTTING" A GERMAN MACHINE-GUN IN A PAINTED LANDSCAPE—NOVEL TRAINING FOR THE CHESHIRE YEOMANRY.**

The officers in command of our New Armies leave nothing undone in their endeavours to impart a practical character to the training of their charges. Taking a leaf from the enemy's book, German "thoroughness" in war tuition has been systematically adopted at our training-centres with very encouraging results. Our illustration is of one method in use. It shows troopers of the Cheshire

Yeomanry being trained in "spotting" a hidden enemy. In the landscape, a German machine-gun has been cunningly painted in at one point, and the men have to find it, and also note likely looking places of concealment. Standing at twelve paces from the painting, the men are questioned. Those who fail to answer correctly come nearer until all have found the "enemy." (Photo, by Illustrations Bureau.)



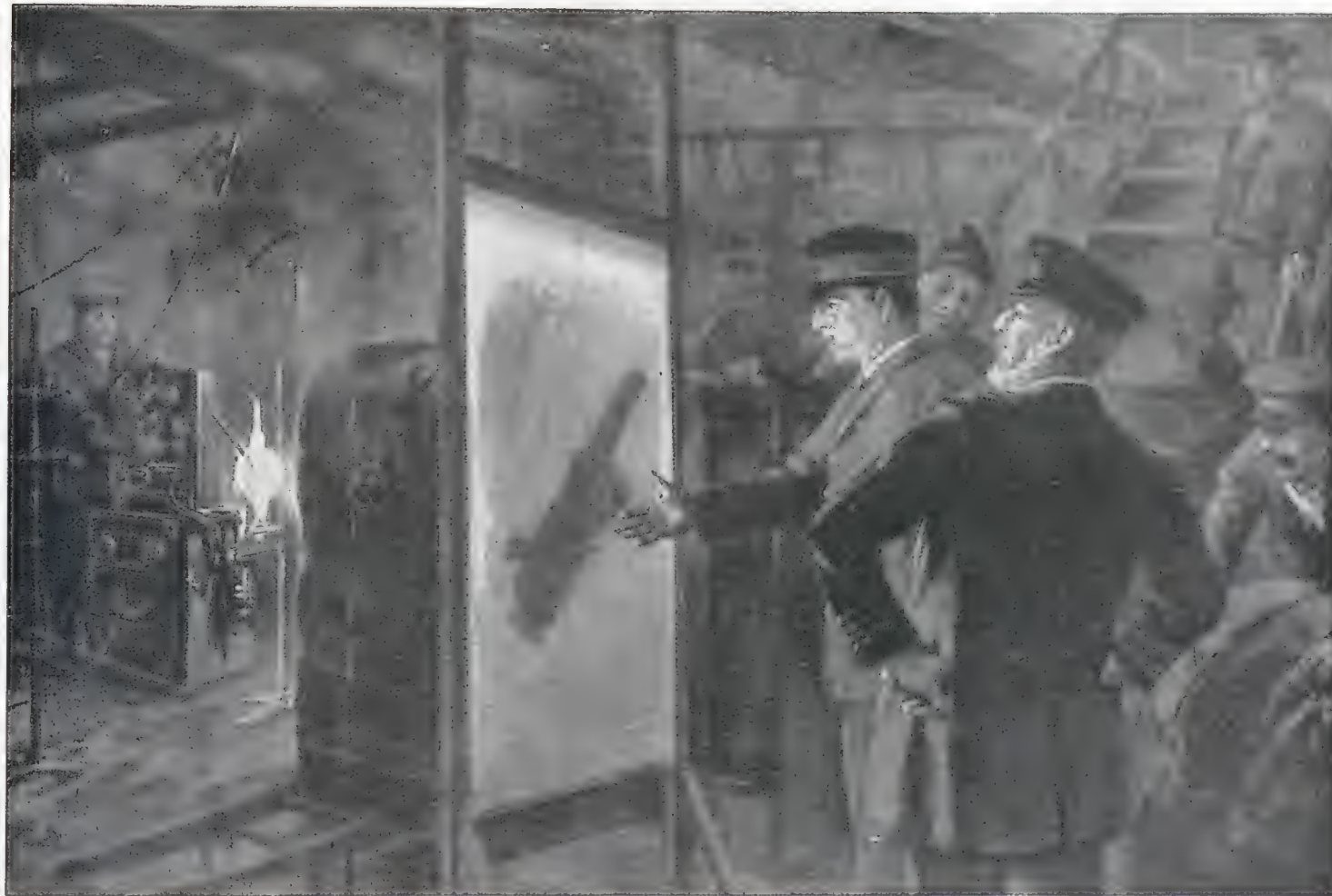


THE WORK OF A GERMAN "PIRATE"-SUBMARINE: THE 1976-TON "OAKBY" SINKING WHILE IN TOW, AFTER HAVING BEEN TORPEDOED.

Up to the moment of writing, the German "blockade" of Great Britain by submarines has amounted to very little. According to the official information published at the end of last week, the vessels sunk by enemy submarines between February 18 and 24 were seven—the 3112-ton "Cambank," the 337-ton "Downshire," the 2026-ton "Branksome Chine," the 1976-ton "Oakby," the 4015-ton "Rio Parana,"

the 1165-ton "Western Coast," and the 5867-ton "Harpalion." Between the dates mentioned there were 708 arrivals at United Kingdom ports of oversea steamers (over 300 tons) of all nationalities, and 673 sailings. The "Oakby," of West Hartlepool, was torpedoed opposite Rye at about five in the afternoon. She floated for several hours, but sank near Folkestone while being towed.





SEARCHING A SHIP'S CARGO WITH THE X-RAYS: LOOKING FOR—AND FINDING—CONTRABAND OF WAR IN A COTTON-BALE (AN ENEMY-PICTURE).

The X-rays are being turned to use by searchers for contraband of war, a fact illustrated by a German newspaper in the picture reproduced above. The method has been found particularly valuable in locating copper (for example) hidden in innocent-looking bales of cotton. Precisely what is shadowed on the fluorescent screen in the case shown is left very much to the imagination. Great Britain is doing

everything she can to prevent the unconscious shipping of contraband by British vessels. A British X-ray examination, at New York, of a number of bales of cotton for which transport on a British ship was sought revealed a considerable number of rubber sheets. The consignment was refused. Such a system, of course, saves much time and is surer than probing; while unpacking is avoided.





THE FORCING OF THE DARDANELLES: FRENCH WAR-SHIPS WHICH TOOK PART IN THE ACTIONS OF FEBRUARY 19 AND 25.

On February 19 the forcing of the Dardanelles commenced. The French vessels engaged were the "Suffren," "Bouvet," "Gaulois," and "Charlemagne." It was renewed on February 25. The entrance was guarded by four forts, Cape Helles Battery, Sedd el Bahr, Orkhanieh Tabia, and Kum Kalessi Tabia, described as A, B, C and D. The "Queen Elizabeth," "Agamemnon," "Irresistible," and

"Gaulois" bombarded Forts A, B, C and D, at long range. "Suffren" and "Charlemagne" delivered an attack on Forts C and D. Photograph No. 1 shows the "Gaulois" (left), with the "St. Louis"; No. 2, the "Gaulois" (left), the "St. Louis" (centre), and the "Charlemagne" (right); No. 3, a collier, a French submarine, and the "Bouvet"; and No. 4, a British "middy" in coaling-rig near the Dardanelles.



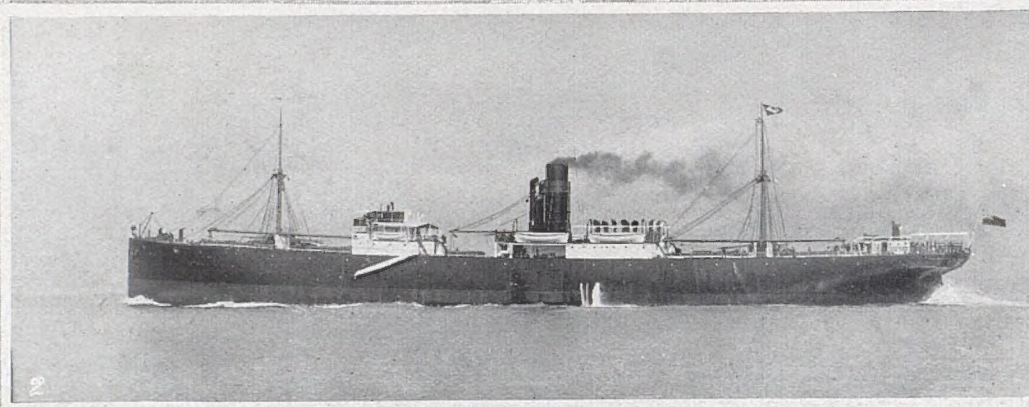


SOME OF THE GALLANT DEFENDERS OF EGYPT WHO DEFEATED THE TURKS AT THE SUEZ CANAL: TROOPS WATCHING FIELD-FIRING.

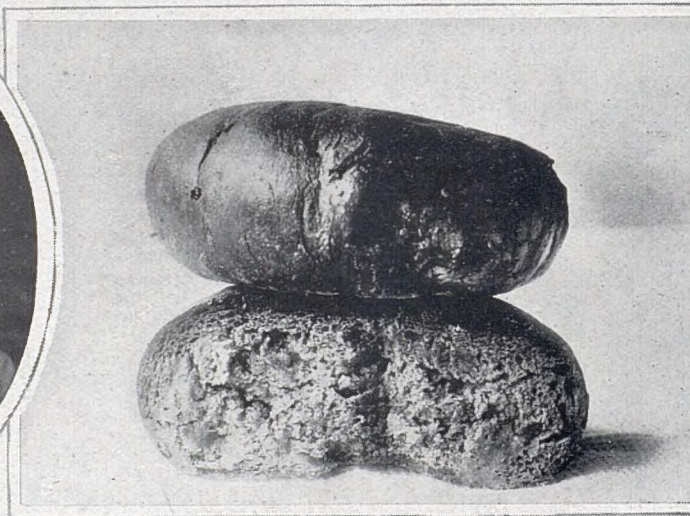
Since the Turks suffered the heavy defeat of February 3 in their attempt to cross the Suez Canal, there has been no further news, up to the time of writing, of any further fighting in that region. Mr. W. T. Massey, writing recently in the "Daily Telegraph" regarding the Turks, said: "Be their retirement from the neighbourhood of the Canal temporary or permanent the moral of the force has had a severe

shaking. In considering the possibilities of a fresh and stronger attack, one must not forget that a considerable proportion of the troops recently engaged were Syrians and Arabs, who have no stomach for the present business. Fresh troops are on the way, and . . . it is prudent to anticipate that a more vigorous and longer-sustained attack will develop shortly."—[Photo. by Illustrations Bureau.]





25 Gramm 1. Woche	25 Gramm 1. Woche	250 Gramm 1. Woche	250 Gramm 1. Woche	50 Gramm 1. Woche	50 Gramm 1. Woche
25 Gramm 1. Woche	25 Gramm 1. Woche	Nicht übertragbar Berlin und Nachbarorte		50 Gramm 1. Woche	50 Gramm 1. Woche
25 Gramm 1. Woche	25 Gramm 1. Woche	Ausweis für die Entnahme von Brot und Getreidemehl.		50 Gramm 1. Woche	50 Gramm 1. Woche
25 Gramm 1. Woche	25 Gramm 1. Woche	Gilt nur für die 1. Woche vom 22. bis 28. Februar 1915. Mehrfach bedienbar		50 Gramm 1. Woche	50 Gramm 1. Woche
100 Gramm 1. Woche	100 Gramm 1. Woche	250 Gramm 1. Woche	250 Gramm 1. Woche	100 Gramm 1. Woche	100 Gramm 1. Woche



# WAR NEWS BY PHOTOGRAPHY: BELGIUM'S PRINCE; A MISSING SHIP; GERMAN "WAR" BREAD; AND A MUCH-DISCUSSED TIMBER-CONTRACTOR.

King Albert's elder son, Prince Leopold, aged fourteen, was recently allowed by his father to join him in Flanders and see something of the war. Prince Leopold is on the right of the group in Photograph No. 1. He has visited the trenches. Photograph No. 2 shows H.M.S. "Clan McNaughton," the armed merchant-cruiser which the Admiralty recently announced had been missing since February 3, and it

was feared had been lost. Photograph No. 3 shows one of the Berlin bread tickets by means of which all bread has to be purchased there; and Photograph No. 5 shows a specimen of German "war" bread. Mr. Montagu Meyer (shown in Photograph No. 4) is timber-buyer to the Government.—[Photos. by Universal, Maclure Macdonald and Co., Newspaper Illustrations, L.N.A., and Topical.]





USING THEIR KNAPSACKS TO PROTECT THEIR NECKS AND HEADS: FRENCH SOLDIERS CROSSING A VILLAGE STREET DURING A BOMBARDMENT.

In the recent official *communiqués* from Paris several notable successes by the French troops in various parts of the front have been recorded. For instance, on February 28, "In Champagne important progress was made at the end of the day yesterday. We carried two German works, one to the north of Perthes, the other to the north of Beauséjour. In addition, we gained ground between those two

points, and to the north-west of Perthes we made 200 prisoners. The total number of German soldiers who have surrendered during the last ten days amounts to more than 1000. There have been fairly lively artillery engagements on the Meuse heights. . . . Our gains of yesterday to the north-west and north of Beauséjour represent 2000 metres of trenches."—[Photo. by Illustrations Bureau]





A NOTABLE RECRUIT FROM "GALLANT LITTLE WALES," FOR THE 5TH WELSH REGIMENT: "COPHORNE GHOST," THE NEW MASCOT.

The advent of St. David's Day, the assumption of their duties by the new Welsh Guards, in mounting guard at Buckingham Palace on that day, and the great war-speech made by Mr. Lloyd George at Bangor, have concentrated attention largely upon Wales and the Welsh, and lend peculiar interest to the fact that the 5th Welsh Regiment has just received its mascot, in the shape of a white goat. The

Welsh are a fervid and imaginative race, and their faith in the luck-bringing virtue of the new mascot will be unlimited. "Cophorne Ghost" is a handsome animal, and was champion in 1913. It has been presented by the British Goat Society. "Cophorne Ghost" joined its regiment, at Rhyl, on St. David's Day.—[Photo. by Squibbs.]